INFORMATION REQUEST QUESTIONS

1. Respondent Information

a. Provide the full legal name and mailing address of the Respondent.

King County International Airport 7277 Perimeter Road South Seattle, WA 98108

- b. For each person answering these questions on behalf of Respondent, provide:
 - i. Full name:

Peter Dumaliang

ii. Title;

Environmental Scientist III

iii. Business address; and

King County International Airport 7277 Perimeter Road South Seattle, WA 98108

iv. Business telephone number and fax machine number.

(W) (206) 296-7380 (F) (206) 296-0190

c. If Respondent wishes to designate an individual for all future correspondence concerning this Site, indicate here by providing that individual's name, address, telephone number, and fax number.

Peter Dumaliang, Environmental Scientist III King County International Airport 7277 Perimeter Road South Seattle, WA 98108 (W) (206) 296-7380 (F) (206) 296-0190

d. Provide a table with a complete listing of each property (see heading and definitions). Identify each listed property by a unique name or identifier. If the identifiers are too broad or unclear EPA may request that Respondent further separate properties, facilities, or locations into more manageable identifiers. These unique identifiers will also be used when structuring your response and creating the document index as required in the

Instructions. The table shall include the following information for each uniquely named or identified property:

i. The dates when Respondent held any interest in, or conducted any business activity at the property;

The King County International Airport (KCIA) was established in 1928 and has maintained ownership to the present. The US Government took control of the Airport during World War II approximately from 1941 to 1945 for the purpose of developing military aircraft.

ii. A brief narrative description of the property and Respondent's primary activities:

KCIA provides leases to companies for activities related to general aviation, air cargo, fixed based operations, mobile fueling, aircraft maintenance and storage, equipment maintenance and storage, aircraft parking, vehicle equipment storage, grounds maintenance, flight testing and aircraft production, auto parking, office space, and nursery. These activities are controlled by tenants and they are performed by the tenants in accordance with applicable Federal, State and Local laws.

KCIA performs anti-icing activities on runways, provides de-icing/wash pads that are discharged to sanitary sewer, performs general grounds & vegetation maintenance, performs maintenance/repairs of airport infrastructure and buildings, performs pavement sweeping, stores bulk material and equipment, stores maintenance related chemicals. Airport Rescue and Firefighting (ARFF) also performs activities that primarily includes firefighting, accidents/emergency response, security, and spills responses. KCIA also conducts construction and remedial action projects. KCIA performs these activities in accordance with applicable Federal, State and Local laws.

iii. The current King County Parcel Numbers for the property;

King County Property Services will provide a separate submittal regarding King County's parcel numbers at the affected areas including the KCIA parcels.

iv. The approximate river mile along the LDW and the side of the LDW on which the property is situated (e.g. 0.1 East or 4.3 West);

King County Property Services will provide a separate submittal regarding King County's approximate river miles along the Lower Duwamish Waterway on which KCIA is approximately situated.

v. An indication of whether the property is or has been subject to any ongoing or past environmental cleanup or remedial actions and a brief description of any such actions;

KCIA is or has been subject to past and ongoing environmental cleanup or remedial actions. Various cleanups that occur at the airport, in general, include, voluntary cleanups, underground storage tank removals, soil remediation activities, and groundwater remediation activities. Comprehensive cleanups, relating to Department of Ecology MTCA and EPA CERCLA agreed orders, also occur at or near KCIA property. These actions may be or have been performed by the airport and tenants.

vi. An indication of whether there are any remaining environmental concerns at the property and a brief description of any such concerns; and

There are remaining environmental concerns at the KCIA property. These concerns include remaining underground storage tanks, remaining unknown soil/groundwater contamination from historical activities, on-going potential pollutant generating activities by tenants, unknown fill material from historical construction/maintenance activities performed by the airport and tenants, and potential contamination migration from adjacent/offsite properties onto KCIA.

vii. An indication of whether Respondent currently or in the past has used, generated, or stored or disposed of any hazardous substances at the property.

KCIA has used, generated, stored or disposed of hazardous substances related to the airport maintenance activities and construction activities in Airport common and leased areas. Tenants are responsible for hazardous waste generated, stored, and/or disposed in their lease areas.

2. Activities and Conditions

Provide a separate response to all requests in this section (2) for each uniquely named or identified property identified by Respondent in question 1.d. above.

a. Provide all relevant documents and information regarding ownership or interests in the property including, but not limited to, copies of deeds, sales contracts, leases, easements, and/or licenses as appropriate.

Applicable KCIA ownership/interests documents including deed, sale contracts, leases, easements, licenses will be provided by King County Property Services as part of the County's overall submittal.

b. Provide all relevant documents and information concerning the condition of the property at the beginning of the relevant time period including existing structures (e.g. buildings,

paving, seawalls, wharves, docks, marine ways), services (e.g. water, power, sewer), and drainage systems. Include plans, blueprints, "as-builts" and photographs.

At the beginning of the relevant time period, around 1928-1940, existing structures at KCIA included the airport terminal, a hangar, fencing, and air traffic/navigational lighting. During World War II (approx. 1941-1945), Boeing developed B-17 and B-29 bombers for the US Government who took control of the airport during this period. In the 1940s, the US Government performed drainage and runway improvements at the airport including the construction of the north and south pump stations. In the late 40's, KCIA developed several hangers at the NE corner of its property. Documents and maps are provided and listed in the attached KCIA Document Reference Index ("Document Reference Index").

c. Provide all relevant documents and information concerning any subsequent developments of the property including structures (new, remodeled, or demolished), services, and drainage systems. Include plans, blueprints, "as-builts" and photographs.

From the 1950s to the present, KCIA continued the development of the airport which involved drainage improvements, infrastructure, runway/taxiway improvements, building construction and remodels, and remediation projects. North Boeing Field improvements and other tenant improvements continued as well. Major developments by the City of Seattle also occurred at adjacent areas of the Airport such as sanitary sewer system improvements, Norfolk Street and Airport Way improvements, and the construction of the Albro Way Storm Sewer Drainage system from the I-5 Freeway to Slip 4 (WSDOT Outfall). Documents and maps are provided are listed in the Document Reference Index.

d. Describe the source, volume, and content of any fill material placed on the property prior to and during the Relevant Time Period. Provide all relevant documents and information, including copies of any permits, pertaining to past dredging or filling on or adjacent to the property. Include all documentation and data from any sampling of dredged or fill materials obtained prior to, during, or subsequent to dredging or filling, as well as any other sediment sampling adjacent to the property.

About 15 years before the establishment of KCIA in 1913, filling of original Duwamish River by Army Corp of Engineers was performed on what is now the central area of KCIA. KCIA presently does not have data on source, volume, and content of fill material regarding this event. During US Government control of the airport in World War II, construction activities were conducted at the airport, however, KCIA also does not have fill material data related to these activities. Most projects requiring backfill are usually specified with clean fill.

Projects related to contaminated soil removal and backfill such as the Quad 7 and American Avionics remediation projects are provided for reference in the Document Reference Index. Tank removal projects are reference in Question 2k.

e. Provide a detailed description of the activities conducted on the property during the Relevant Time Period including the locations where those activities were carried out. Include process diagrams or flow charts of the activities.

KCIA provides leases to companies for activities related to general aviation, air cargo, fixed based operations, mobile fueling, aircraft maintenance and storage, equipment maintenance and

storage, aircraft parking, vehicle equipment storage, grounds maintenance, flight testing and aircraft production, auto parking, office space, and nursery. These activities are controlled by tenants and they are performed by the tenants in accordance with applicable Federal, State and Local laws.

KCIA performs anti-icing activities on runways, provides de-icing/wash pads that are discharged to sanitary sewer, performs general grounds & vegetation maintenance, performs maintenance/repairs of airport infrastructure and buildings, performs pavement sweeping, stores bulk material and equipment, stores maintenance related chemicals. Airport Rescue and Firefighting (ARFF) also performs activities that includes primarily firefighting, accidents/emergency response, security, and spills responses. KCIA also conducts construction and remedial action projects. The Airport performs these activities in accordance with Federal, State and Local laws.

A map of current airport and tenant activities are provided for reference and listed in the Document Reference Index. Historical lease maps are also provided.

In addition, during the approximate period from 1941-1946, the US Government took control of KCIA for the development of military aircraft for World War II. Other activities conducted by the US during this timeframe are unknown. The US Government did perform drainage and runway improvements which are depicted on maps provided in the response to Question 2b.

f. Provide a list identifying all hazardous substances or wastes (See Definition 13) including, but not limited to, raw materials, commercial products, building debris, and other wastes which were used, generated, stored or disposed of at the location during the Relevant Time Period.

KCIA handles hazardous substances and wastes related to its maintenance, operational and construction/remediation activities. Waste streams generally include:

- waste paint
- paint thinners
- solvents
- used oil
- batteries

- antifreeze
- fluorescent lamps
- absorbent pads (spill cleanups)
- deicer
- combustible liquids.

Other chemicals and materials used at KCIA as part of maintenance shop activities are listed in Question 2g. Documents related to waste streams are referenced in the response to Question 2h. Hazardous wastes may also be discovered during construction activities and subsequently remediated. Information regarding remediation activities are referenced in the response to Ouestion 2liii.

g. Provide information on the type(s) of oils or fluids used for lubrication of machinery or other industrial purposes, and any other chemicals or products which are or may contain hazardous substances which are or were used for facility operations.

KCIA utilizes several types of oils and fluids used primarily for maintenance of airport vehicles and other maintenance related purposes. These include: lube oils, fuels, deicers/anti-icers, adhesives, cleaners, paint sealants, soaps and herbicides. Material Safety Data Sheets (MSDS)

for these and other products are provided for reference and listed in the Document Reference Index.

h. Provide all documents pertaining to sale, transfer, delivery, storage, and disposal of any hazardous substances, scrap materials, and/or recyclable materials. This may include, but not be limited to invoices, manifests, receipts, and bills of sale, showing delivery to or from the property, and use or presence on the property.

KCIA disposal documents related to the sale, transfer, storage, and disposal of hazardous substances and/or recyclable materials are provided and listed in the Document Reference Index. Disposal documents related to remediation projects such as the Quad 7 Phase III Remediation, American Avionics remediation are also provided.

i. Provide copies of all permits (current and past) relating to hazardous wastes, underground injection, air emissions, and water discharges including discharges to surface waters, storm drains, and sanitary sewers. Such permits include, but are not limited to any permit required or issued under the authority of the Clean Air Act, 42 U.S.C. §§ 7401 *et seq.*, the Clean Water Act, 33 U.S.C. §§ 1251 *et seq.*, the Safe Drinking Water Act, 42 U.S.C. §§ 300f *et seq.*, the Resource Conservation and Recovery Act, 42 U.S.C. §§ 6901 *et seq.*, and any authorized or comparable state program.

KCIA permits (current and past) relating to hazardous wastes and water discharges to surface waters, storm drains, and sanitary sewers are provided. These applicable permits include KCIA's Municipal, Industrial, and Construction NPDES Permits and King County Industrial Waste Discharge Authorizations to the County sanitary sewer system. KCIA also manages dangerous wastes under the State's Dangerous Waste Regulations and RCRA. KCIA permit documents are provided for reference and listed in the Document Reference Index.

j. Provide all information on equipment which contains, contained or potentially contained polychlorinated biphenyls (PCBs), including, but not limited to, transformers or other electrical and/or hydraulic equipment that may have contained PCBs. Further, provide all information on any additional PCB containing materials (including, but not limited to, hydraulic fluids, sealants, compressor oils, paints, calking, etc.) used or in use. Include documents relating to and a description of the materials, management of these materials, disposal methods, and any investigations, reports, and sampling regarding the materials. Also include any additional documents, data, or communications related to the sources of PCBs found in storm drains, catch basins, sediment traps, and any other media. Include all documents or other information identifying specific Aroclors and/or congeners.

In April 1986, the Department of Ecology conducted a compliance inspection the KCIA Maintenance Shop Facility on 6518 Ellis Avenue. Two transformers, suspected of containing PCBs, were inspected and tested. The transformers contained 10-16 ppm PCBs. Olympic Iron and Metal disposed of the transformers in June 1986.

PCBs were detected at the KCIA Outfall #5. Discharge to this outfall was rerouted in December 2009. Samples of caulk material at the Outfall #5 drainage basin were collected and analyzed for PCBs. The results of this investigation were provided to the Department of Ecology in January 2009. The report indicated that the high PCBs detected at Outfall #5 was likely attributed to a

contaminated PCB pipe located at the Jorgensen Forge property. PCB data collected from caulk samples at KCIA detected no PCBs.

Storm drain samples have been collected at KCIA that have shown generally low levels of PCBs (<1 ppm). Inline sediment traps continue to collect samples at the KCIA Outfalls and are collected by Seattle Public Utilities on a semi-annual basis. Oil water separators were sampled in 2006 and source trace samples were collected in 2009.

North Boeing Field had also conducted PCB interim actions as part of the North Boeing Field MTCA Order. The City of Seattle, City Light removed PCB contaminated material as part of this order. The Ameriflight tenant had also performed PCB removals at their leased area.

Documents described above are provided for reference and listed in the Document Reference Index.

k. Provide a description and any documentation of all past and present Underground and Above-ground Storage Tanks (USTs and ASTs) at the property including storage tank capacities, materials stored, transportation of materials to and from the storage tanks, any spills, leaks, or other releases related to the storage tanks and transfer of materials, information on the removal of storage tanks, and any contamination and remediation related to storage tanks.

KCIA maintains an inventory of Underground Storage Tanks (UST) and Aboveground Storage Tanks (AST) located at the Airport and leased areas. The list provides tank descriptions such as tank material and date installed. KCIA has also maintained documents related to Airport and tenant tank removal projects. Tank inventory and tank removal documents are provided for reference and listed in the Document Reference Index.

- 1. Provide all relevant documents and information regarding environmental conditions including information related to soil, sediment, water (ground and surface), and air quality, including, but not limited to:
 - i. Any spill, leak, release, or discharge of waste, useful product, hazardous substance, pollutant, or contaminant at, from, or near the property, or to the Lower Duwamish Waterway. If Respondent has any knowledge of such occurrences at the property, identify each occurrence, the date(s) of the occurrence, and provide a short narrative description of the occurrence. If not, Respondent shall provide a statement that it has no information or knowledge of any such occurrences at the property;

Fuel and other spills have occurred at KCIA; however, these spills are largely contained within in the property. KCIA Operations, Aircraft Rescue and Firefighting (ARFF) and other applicable Airport sections respond to fuel and other spills in accordance with the KCIA's Spill Response Policy. Records of spills reported to the Department of Ecology have been maintained by KCIA Operations. KCIA Operations Spill Reports and ARFF Fuel Incident Reports are provided for reference and listed in the Document Reference Index.

Hazardous chemicals releases have been observed at KCIA that include petroleum hydrocarbons at Quad 7 and American Avionics sites. PCB releases are documented in response to Question 2j. The release reports for Quad 7 and American Avionics sites are provided and listed in the Document Reference Index.

ii. Occurrences of violations, citations, deficiencies, and/or accidents concerning the property. If Respondent has any knowledge of such occurrences at the property, identify each occurrence, the date(s) of the occurrence, and provide a short narrative description of the occurrence. If not, Respondent shall provide a statement that it has no information or knowledge of any such occurrences at the property;

On November, 13, 2008, KCIA and the City of Tukwila received a Notice of Violation (NOV), under RCW 90.48.080, from the Washington State Department of Ecology indicating that its existing municipal stormwater discharges through a PCB contaminated drainage pipe are conveying contamination to the Lower Duwamish Waterway.

On December 12, 2008, the County and the City of Tukwila provided a formal response to Ecology to indicate their issues with the NOV.

On September 21, 2009, Ecology informed the County and City of Tukwila that it is preparing to take formal action to address the PCB contamination issue if the parties involved are unsuccessful in addressing the issue.

On October 13, 2009, the County informed Ecology that it will reroute its drainage from the PCB contamination due to Green River flooding concerns and continues to press issues related to its earlier response. The reroute construction was completed in December 2009. Documents related to the NOV are provided for reference and listed in the Document Reference Index.

iii. Remediation or removal of contaminated soils, sediments, or other media from, at, near the property, or from the adjacent area of the Lower Duwamish Waterway. If Respondent has any knowledge of such activities at the property, identify each activity, the date(s) or the activity, and provide a short narrative description of the activity. If not, Respondent shall provide a statement that it has no information or knowledge of any such activities at the property; and

KCIA has performed remediation or removal of contaminated soils, sediments, or other media at the property. The documents related to the Quad 7 and other remediation projects that have occurred at the KCIA property are provided and listed in the Document Reference Index. The American Avionics Remediation Report is referenced in the privilege log. Tank removal documents are provided for reference in response to Question 2k.

Other entities including tenants and other offsite entities have conducted remediation or removal of contaminated soils, sediments, or other media. The

Boeing Company is presently performing remediation at the former Electronics Manufacturing Facility (EMF) site for the removal of VOCs on KCIA property. In 1993, Boeing had also performed remediation of the Boeing Fire Training Center at KCIA, which was located southeast of the Georgetown Steam Plant.

KCIA, Boeing and the City are involved with an EPA AOC to undertake a removal action in Slip 4 and are also involved with a Department of Ecology MTCA Order to perform MTCA remediation activities at North Boeing Field (Boeing Company) and Georgetown Steamplant (City of Seattle - City Light). Boeing and City Light are presently conducting various interim actions as part of the Ecology order. Seattle City Light remediated the former Georgetown Steamplant flume in 2010 to remove the flume and contaminated soil/sediments. As manager of the Slip 4 Cleanup, Seattle City Light is also planning to perform cleanup of the slip in Fall 2011.

Downgradient and west of the KCIA site along the river, other properties such as the Boeing Company (Boeing Plant 2 Transformer Pad, Boeing Isaacson Arsenic Removal), Jorgensen Forge (contaminated pipe cleanup) and PACCAR Facility have conducted or are conducting remediation activities.

KCIA and tenant remediation documents and other offsite remediation documents described above are provided for reference and listed in the Document Reference Index.

iv. Investigations, inspections, sampling, and reports generated by Respondent and/or others regarding the property and surrounding area. If Respondent has any knowledge of such activities at the property, identify each activity, the date(s) or each activity, and provide a short narrative description of the activity. If not, Respondent shall provide a statement that it has no information or knowledge of any such activities at the property.

KCIA has performed investigations, inspections, sampling, and reporting at the property. In 1995, KCIA drafted a Summary of Environmental Issues present at the airport. See privilege log.

In 2004, KCIA drafted an Environmental Impact Statement for proposed master plan improvements. Phase I assessments have been conducted on leased areas in the past. Investigations were also performed related to KCIA remediation activities listed in Question 2lii.

KCIA, Boeing and the City of Seattle are involved with EPA and Department of Ecology Orders to cleanup Slip 4 and perform source control activities at North Boeing Field (Boeing Company) and Georgetown Steamplant (City of Seattle - City Light). Tenants and other offsite entities have conducted investigations as part of their remediation projects under these orders. These are provided in Question 2lii and Question 2j for PCB related investigations.

Investigations were also performed by the Department of Ecology related to the Lower Duwamish Waterway Early Action Areas and related upland cleanups.

Source Control Action Plans (SCAP) for Slip 4, Former Slip 5, Slip 6, and Jorgensen Forge are provided and listed in the Document Reference Index.

Seattle City Light performed investigations at the former Georgetown Steamplant flume before it was remediated in 2010. The Boeing Company is performing investigations at the EMF site as well. Investigation, inspection, and sampling documents related to these activities are provided and listed in the Document Reference Index.

m. Provide a detailed description and all documentation of the events leading to and the outcome of all enforcement actions, litigation, and settlements regarding environmental conditions at the property.

In 2008, the City of Seattle filed a lawsuit against the Boeing Company for recovery of past remediation costs incurred at Slip 4, North Boeing Field (NBF) and its Georgetown Steamplant (GTSP). Boeing then brought King County into the action and all parties counter- and cross claimed against the other parties. The parties conducted discovery for over a year before the King County reached a settlement with Boeing in October 2009 and also reached settlement with the City of Seattle in May 2010. The City and Boeing settled their claims in the time between the County's settlements. The settlements resolved all claims of the three parties raised in the lawsuit. As a result of the settlements, Boeing has indemnified the County from all liability for existing contamination in Slip 4 and NBF and for stormwater flowing from KCIA through NBF unless impacted by a new release on KCIA. Pleadings from the lawsuit are provided and listed in the Document Reference Index.

See response to 2.1.ii for information regarding the enforcement action commenced by Ecology with respect to a drainage pipe on the Jorgenson Forge property formerly used by the County to drain a portion of KCIA.

n. Provide a description of property drainage and stormwater flow and/or conveyance, including any changes to drainage, flow, and/or conveyance which occurred during the Relevant Time Period. Include a description of, and any plans or maps containing information about, storm drainage which includes but is not limited to any systems, above or below surface piping, ditches, catch basins, manholes, collection points, roof drains, bioswales, and treatment/detention or related structures including outfalls. Also include dates of construction and operation of any structures or systems and information about connections to systems managed by Respondent or any other entities including but not limited to sanitary sewers, storm drain lines, and combined sewers.

There are approximately 15 miles of stormwater drainage pipe in the current KCIA storm drainage system. Most stormwater collected at the property is discharged to the Duwamish Waterway in a westerly direction. There are two pumping stations located at the west side of KCIA, which lifts and pumps stormwater to two outfalls (#1 and #2). There are two gravity lines (#3 and #4), which drain the south end of the Airport.

There are several off Airport stormwater sources (Associated Grocers, Railroad right-of-way, City of Seattle and others) which discharge into the Airport drainage system. Some north end Airport facilities are connected to a storm system owned by the Washington State Department of Transportation, which serves the I-5 freeway.

Other non-Airport owned properties (Boeing Company, Museum of Flight, IAA Auto Auctions, and City of Tukwila) contributes storm water into the Airport's outfalls. Some Airport stormwater along East Marginal Way South goes into the City of Tukwila storm drainage systems before discharge to the river. KCIA also previously discharge stormwater from a 13 acre drainage basin to the City of Tukwila East Marginal Way drainage system (former Outfall #5). The stormwater discharge was rerouted in 2009 and now presently discharges to the #2 Outfall. The Airport's current stormwater drainage system map is provided in the Document Reference Index.

The Airport drainage system had been modified since the early 1940s. Drainage maps from 1940's to 2000's are provided and listed in the Document Reference Index.

The City of Seattle performed the Airport Way South Sanitary Sewer Construction in 1968. Documents related to this construction is provided for reference and listed in the Document Reference Index.

o. Provide copies of any stormwater or drainage studies prepared for the property and data from any sampling and infiltration and inflow studies conducted at the property. Also provide copies of any Stormwater Pollution Prevention, Maintenance Plans, Spill Plans, discharge monitoring reports, and any stormwater, process water, process wastewater, or any other discharge permits that may have been developed or obtained for different operations during the Relevant Time Period.

KCIA's 1995 stormwater and drainage study, KCIA Stormwater Pollution Prevention Plan (SWPPP) and associated discharge monitoring reports, KCIA Maintenance Shop Winter Maintenance Plan, KCIA Operations Snow and Ice Plan, KCIA spills response and deicing policies, and sanitary discharge authorizations and reports are provided for reference and listed in the document reference list.

3. Activities and Conditions -Additional Area of Interest

a. Provide all documents and information regarding the environmental conditions within the area of South 96th Street between 4th Ave. South and Des Moines Memorial Drive South (hereinafter "area of interest"). If parts or all of this area of interest are located outside of the Scope of Information Request, Respondent only needs to provide responsive information and documents to this specific request (3.a.). Further, Respondent must provide a unique identifier(s) for this request in order to list any responsive documents in the index as required in the Instructions. Environmental conditions include information related to soil, sediment, water (ground and surface), and air quality, including, but not limited to:

Not Applicable

i. Any spill, leak, release, or discharge of waste, useful product, hazardous substance, pollutant, or contaminant at, from, or near the area of interest, or to the Lower Duwamish Waterway. If Respondent has any knowledge of such occurrences at the area of interest, identify each occurrence, the date(s) of the occurrence, and provide a short narrative description of the

occurrence. If not, Respondent shall provide a statement that it has no information or knowledge of any such occurrences at the area of interest;

Not Applicable

ii. Occurrences of violations, citations, deficiencies, and/or accidents concerning the area of interest. If Respondent has any knowledge of such occurrences at the area of interest, identify each occurrence, the date(s) of the occurrence, and provide a short narrative description of the occurrence. If not, Respondent shall provide a statement that it has no information or knowledge of any such occurrences at the area of interest;

Not Applicable

iii. Remediation or removal of contaminated soils, sediments, or other media from, at, near the area of interest, or from the adjacent area of the Lower Duwamish Waterway. If Respondent has any knowledge of such activities at the area of interest, identify each activity, the date(s) or the activity, and provide a short narrative description of the activity. If not, Respondent shall provide a statement that it has no information or knowledge of any such activities at the area of interest; and

Not Applicable

iv. Investigations, inspections, sampling, and reports generated by Respondent and/or others regarding the area of interest and surrounding area. If Respondent has any knowledge of such activities at the area of interest, identify each activity, the date(s) or each activity, and provide a short narrative description of the activity. If not, Respondent shall provide a statement that it has no information or knowledge of any such activities at the area of interest.

Not Applicable

4. <u>Information About Others</u>

Provide a separate response to all requests in this section (3) for each uniquely identified property as identified by Respondent in question 1.d. above.

a. Describe any business relationship you may have had regarding the property or operations thereon with any other entities.

KCIA currently has business relationships with other entities at and regarding the property. These relationships primarily include:

- Leasing airport property
- Imposing airport operational fees such as takeoff/landing fees.

- Utilizing water, sewer, gas, and electric utilities services from utility entities.
- Obtaining coverage and paying for fees for environmental permits relating to NPDES, dangerous waste, remedial oversight, sanitary sewer discharge regulations, and
- Payment for stormwater management fees to City of Seattle and Tukwila.
- b. Provide the names and last known address of any tenants, lessees, and operators, the dates of their tenancy, and a description of the activities and exact locations of the activities they conducted while operating on the above mentioned property.

Applicable KCIA documents relating to names, addresses, dates of tenancy, and activity description of tenants, lessees, and operators will be provided by King County Property Services as part of the County's overall submittal. Current tenant activities are also provided in response to Ouestion 2e.

c. If not already provided, identify and provide a last known address or phone number for all persons, including Respondent's current and former employees or agents, other than attorneys, who have knowledge or information about the generation, use, purchase, storage, disposal, placement, or other handling of hazardous materials at, or transportation of hazardous materials to or from, the property.

The following personnel have knowledge or information about the generation, use, purchase, storage, disposal, placement, or other handling of hazardous materials at, or transportation of hazardous materials to or from, the property:

Name	Address	Phone #
Patricia Tonsgard	6518 Ellis Ave. S., Seattle, WA 98108	(206) 296-7390
Raleigh Salazar	6518 Ellis Ave. S., Seattle, WA 98108	(206) 296-7390
Rick Renaud (Former	201 South Jackson Street, Seattle, WA 98104	(206) 263-7189
Airport Engineer)		
Milton Huertas	7277 Perimeter Rd. S., Seattle, WA 98108	(206) 296-7380
Peter Dumaliang	7277 Perimeter Rd. S., Seattle, WA 98108	(206) 296-7380
Jeff Winter (Former		
Airport Engineer)		

5. <u>Compliance with This Request</u>

- a. Describe all sources reviewed or consulted in responding to this request, including, but not limited to:
 - i. The name and current job title of all individuals consulted; and

Name	Job Title
Patricia Tonsgard	KCIA - Airfield Maintenance Manager
Raleigh Salazar	KCIA - Facilities Supervisor
Milton Huertas	KCIA – Engineer II
Peter Dumaliang	KCIA – Environmental Scientist III
Tom Paine	KCFMD – Project Program Manager III
Scott Johnson	KCPAO – Senior Dep. Pros. Attorney

Kate Donley	KCFMD – Project Program Manager IV
Bob Thompson	KCFMD – Project Program Manager III
Patty Shelledy	KC Sheriff's Office – Legal Advisor
Chris Dew	KCWTD – Capital Projects Manager I

ii. The location where all documents reviewed are currently kept.

The locations where all documents reviewed are provided in the following table.

Document Source	Address
Hardcopy File Locations	
Airport Archive Files - NW	7233 Perimeter Rd. S., Seattle, WA 98108
Annex	
Engineering Resource Files -	7277 Perimeter Rd. S., Seattle, WA 98108
Engineering Section/Terminal	
Building	
Engineering Section/Terminal	7277 Perimeter Rd. S., Seattle, WA 98108
Building	
Map Room - Terminal	7277 Perimeter Rd. S., Seattle, WA 98108
Building	
Lease Files - Terminal	7277 Perimeter Rd. S., Seattle, WA 98108
Building	
Maintenance Shop Files -	6518 Ellis Ave. S., Seattle, WA 98108
Shop (MSDS, etc)	
Electronic Files - S Drive	
(Lease, Operations, ARFF,	
Maintenance, Engineering Files)	